# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# 8

# TIME TABLE

FOR THE

# NEW MEXICO DIVISION

To Take Effect Sunday, August 18, 1929, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only

| | | | |
|---|---|---|---|
| F. L. BURCKHALTER, *General Manager* | R. L. RUBY, *Superintendent of Transportation* | A. E. SWEET, *Assistant General Manager* | W. B. KIRKLAND, *Superintendent* |

# ALAMOGORDO SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD — SECOND CLASS: 232 Freight, Leave Daily | 230 Freight, Leave Daily | 202 Local Freight, Leave Tue. Thur. Sat. | 228 Freight, Leave Daily | 226 Freight, Leave Daily | FIRST CLASS: 2 Californian, Leave Daily | 4 Golden State Limited, Leave Daily | 12 Apache, Leave Daily | Distance from San Francisco | Time Table No. 8, August 18, 1929 — STATIONS | Distance from Carrizozo | WESTWARD — FIRST CLASS: 1 Californian, Arrive Daily | 3 Golden State Limited, Arrive Daily | 11 Apache, Arrive Daily | THIRD CLASS: 201 Local Freight, Arrive Wed. Fri. Sun. | 231 Freight, Arrive Daily | 227 Freight, Arrive Daily | 229 Freight, Arrive Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Yard BKIP | | | | | | 9.00PM | 6.05PM | 12.30PM | 1295.9 | TO-R EL PASO Union Passenger Depot (Dbl. Trk.)<br>1.1 | 144.0 | s 5.35AM | s 10.35AM | s 11.30AM | | | | |
| Yard CFBWYTPK | 6.30PM | 12.45PM | 7.00AM | 6.05AM | 12.15AM | 9.05PM | 6.10PM | 12.35PM | 1297.0 | TO-R EL PASO Octavia St. T. & N. O. Co. yard (Dbl. Trk.) | 142.9 | 5.28AM | 10.28AM | 11.23AM | | | | |
| Trains and Engines moving between Tower 47 and El Paso Union Depot are governed by T & NO El Paso Division time table. Times shown above for information only | | | | | | | | | | | | | | | | | | |
| P | 6.35PM | 12.50PM | 7.05AM | 6.10AM | 12.20AM | 9.07PM | 6.12PM | 12.37PM | 1297.6 | 0.6<br>(Block Signals) EL PASO TOWER 47 T. & N. O. Co. Connection | 142.3 | 5.25AM | 10.25AM | 11.20AM | | | | |
| YARD P | | | | | | | | | 1297.0 | (Block Signals) EL PASO Dallas St. Yard<br>4.5 | 142.9 | | | | 2.50PM | 11.50AM | 7.20PM | 3.35AM |
| 24 P | | | | | | f | | | 1301.5 | (Block Signals) FORT BLISS (Spur)<br>0.8 | 138.4 | f | | | | | | |
| 100 P | **7.00** | 1.15 | 7.30 | 6.35 | 12.45 | f 9.25 | 6.30 | 12.55 | 1302.3 | (Block Signals) MATERIAL YARD<br>6.7 | 137.6 | f 5.06 | 10.07 | 11.07 | 2.30 | 11.30 | **7.00** | 3.13 |
| 69 P | 7.12 | 1.30 | 7.45 | 6.50 | 1.00 | f 9.33 | **6.37** | 1.03 | 1309.0 | PANCHO<br>7.1 | 130.9 | f 4.56 | 10.00 | 11.00 | 2.15 | 11.19 | **6.37** | 3.02 |
| 99 WP | 7.35 | **1.55** | 8.10 | 7.15 | 1.25 | f 9.46 | 6.45 | 1.12 | 1316.1 | TO NEWMAN<br>5.6 | 123.8 | f 4.46 | 9.52 | 10.52 | **1.55** | 11.08 | 6.10 | 2.50 |
| 71 P | 7.50 | 2.10 | 8.25 | 7.30 | 1.40 | f 9.54 | 6.51 | 1.19 | 1321.7 | HUECO<br>4.5 | 118.2 | f 4.38 | 9.42 | 10.41 | 1.35 | 10.59 | 6.00 | 2.40 |
| 72 P | 7.59 | 2.19 | 8.33 | 7.39 | 1.49 | f 9.59 | 6.56 | **1.24** | 1326.2 | ALVARADO<br>5.9 | 113.7 | f 4.32 | 9.37 | 10.36 | **1.24** | 10.52 | 5.52 | 2.32 |
| 72 P | 8.09 | 2.29 | 8.43 | 7.49 | 1.59 | f 10.07 | 7.02 | 1.31 | 1332.1 | DESERT<br>7.1 | 107.8 | f 4.25 | 9.30 | 10.30 | 1.00 | 10.43 | 5.42 | 2.22 |
| 70 P | 8.20 | 2.40 | 8.55 | 8.00 | **2.10** | f 10.16 | 7.10 | 1.39 | 1339.2 | ELWOOD<br>5.8 | 100.7 | f 4.17 | 9.22 | 10.22 | 12.45 | 10.32 | 5.30 | **2.10** |
| 119 WYP | 8.40 | 3.05 | **9.15** | 8.24 | 2.32 | s 10.29 | 7.23 | 1.54 | 1345.0 | TO OROGRANDE Junction Jarilla Line<br>6.3 | 94.9 | s 4.09 | **9.15** | **10.15** | 12.30 | **10.15** | 5.20 | 1.45 |
| 71 P | 8.55 | 3.20 | **9.41**<br>**10.04** | 8.37 | 2.47 | f 10.38 | 7.32 | 2.03 | 1351.3 | TURQUOISE<br>5.7 | 88.6 | f 3.57 | 9.02 | **10.04** | 12.01PM | **9.41** | 4.57 | 1.26 |
| 70 P | 9.04 | 3.30 | 10.20 | **8.54** | 2.57 | f 10.46 | 7.40 | 2.11 | 1357.0 | PAXTON<br>5.1 | 82.9 | f 3.50 | **8.54** | 9.56 | 11.50AM | 9.32 | 4.47 | 1.16 |
| 74 P | 9.13 | 3.40 | 10.30 | 9.10 | 3.07 | f 10.53 | 7.46 | 2.17 | 1362.1 | ESCONDIDA<br>3.9 | 77.8 | f 3.44 | 8.48 | 9.50 | 11.40 | 9.24 | 4.38 | 1.07 |
| 92 P | 9.20 | 3.48 | 10.38 | **9.18** | 3.15 | f 10.59 | 7.50 | 2.22 | 1366.0 | DUNES<br>6.3 | 73.9 | f 3.39 | 8.43 | 9.45 | 11.31 | **9.18** | 4.31 | 1.00 |
| 71 P | 9.31 | 4.00 | 10.50 | **9.38** | **3.32** | f 11.07 | 7.57 | 2.29 | 1372.3 | VALMONT<br>5.9 | 67.6 | f **3.32** | 8.36 | **9.38** | 11.20 | 9.06 | 4.20 | 12.49 |
| 109 P | 9.41 | **4.10** | 10.59AM | 9.50 | 3.45 | f 11.14 | 8.03 | 2.35 | 1378.2 | OMLEE<br>4.6 | 61.7 | f 3.25 | 8.29 | 9.31 | 11.10 | 8.57 | **4.10** | 12.39 |
| 177 CFBWPK | 10.20 | 4.45 | 12.30PM | **10.30** | 4.25 | s 11.43 | s 8.21 | s 2.55 | 1382.8 | (Block Signals) TO-R ALAMOGORDO<br>1.4 | 57.1 | s 3.12 | s 8.14 | s 9.17 | **10.55**<br>**9.23** | 8.50 | 3.57 | 12.30 |
| YP | 10.25 | 4.50 | 12.35 | 10.35 | 4.30 | f 11.45 | 8.23 | 2.57 | 1384.2 | (Block Signals) ALAMOGORDO JCT.<br>4.4 | 55.7 | 2.58 | 8.06 | 9.04 | 9.18 | 8.30 | 3.36 | 12.01AM |
| 70 P | 10.40 | 5.10 | 12.45 | 10.50 | 4.45 | f **11.53PM** | 8.31 | 3.05 | 1388.6 | KEARNEY<br>7.0 | 51.3 | f 2.53 | 8.01 | 8.59 | 9.09 | 8.23 | 3.29 | **11.53PM** |
| 73 P | 11.00 | 5.30 | 2.00 | 11.10 | 5.05 | s 12.10AM | 8.39 | s **3.17** | 1395.6 | TO TULAROSA<br>7.4 | 44.3 | s 2.43 | 7.52 | s **8.50** | **8.50** | 8.12 | **3.17** | 11.34 |
| 70 P | **11.20** | 5.50 | 2.15 | 11.30 | 5.25 | f 12.22 | 8.48 | 3.27 | 1403.0 | (Block Signals) TEMPORAL<br>4.2 | 36.9 | f 2.25 | 7.43 | 8.38 | 8.10 | 8.00 | 3.01 | **11.20** |
| 70 P | 11.30 | 6.00 | 2.25 | 11.40AM | 5.35 | f 12.28 | 8.53 | 3.32 | 1407.2 | (Block Signals) SALINAS<br>5.7 | 32.7 | f 2.19 | 7.37 | 8.32 | **7.50** | **7.50** | 2.54 | 11.07 |
| 71 WP | 11.50PM | 6.20 | **2.45** | 12.01PM | 5.55 | f 12.40 | 9.00 | f 3.42 | 1412.9 | (Block Signals) TO THREE RIVERS<br>5.5 | 27.0 | f 2.10 | **7.29** | f 8.24 | **7.29** | 7.40 | **2.45** | 10.57 |
| 71 P | 12.10AM | 6.40 | 3.10 | 12.20 | 6.15 | f 12.50 | 9.08 | 3.51 | 1418.4 | (Block Signals) NORTH<br>6.1 | 21.5 | f 2.00 | 7.22 | 8.17 | 6.55 | 7.30 | 2.29 | 10.47 |
| 71 WP | 12.30 | 7.05 | 3.40 | 12.45 | **6.35** | f 1.03 | 9.18 | f 4.02 | 1424.5 | (Block Signals) OSCURA<br>8.3 | 15.4 | f 1.52 | 7.15 | f 8.10 | **6.35** | 7.20 | 2.19 | 10.36 |
| 70 P | 12.50 | 7.25 | 4.00 | 1.05 | **7.05** | f 1.15 | 9.28 | 4.13 | 1432.8 | (Block Signals) POLLY<br>7.1 | 7.1 | f 1.41 | **7.05** | 8.00 | 6.00 | **7.05** | 2.06 | 10.22 |
| YARD CBTWYPK | 1.20AM | 7.50PM | 4.20PM | 1.30PM | 7.30AM | s **1.30AM** | s 9.40PM | s 4.25PM | 1439.9 | (Block Signals) TO-R CARRIZOZO | 0.0 | **1.30AM** | 6.55AM | 7.50AM | 5.40AM | 6.40AM | 1.55PM | 10.10PM |
| | Arrive Daily | Arrive Daily | Arrive Tue. Thurs. Sat. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (144.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Wed. Fri. Sun. | Leave Daily | Leave Daily | Leave Daily |
| | (6.50)<br>21.07 | (7.05)<br>20.32 | (9.20)<br>15.42 | (7.25)<br>19.41 | (7.15)<br>19.85 | (4.30)<br>30.88 | (3.35)<br>40.18 | (3.55)<br>36.76 | | Time over District<br>Average speed per hour | | (4.05)<br>36.08 | (3.40)<br>39.27 | (3.40)<br>39.27 | (9.10)<br>15.57 | (5.10)<br>27.87 | (5.25)<br>26.58 | (5.25)<br>26.58 |

**Westward trains are superior to trains of the same class in the opposite direction**

**Westward New Mexico Division freight trains enter Dallas St. Yard El Paso at Missouri St.**

Between yard limit board East of Alamogordo Junction and connection between main track and siding located east of Alamogordo station, trains to and from the Cloudcroft Line may move under authority of block signals only. All trains must move between these points prepared to stop expecting to find main track occupied. Cloudcroft trains must avoid delaying main line trains and should when practicable move through Alamogordo siding instead of through the connection.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To or Beyond | From or Beyond |
|---|---|---|---|---|
| 11 | Any Station | Discharge | | Hutchinson, Kans. and Amarillo, Tex. |
| 12 | Any Station | Receive | Amarillo, Tex. and Hutchinson, Kans. | |
| 12 | Any Station | Discharge | | Yuma, Ariz |

# SANTA ROSA SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD THIRD CLASS 206 Local Freight | 204 Local Freight | SECOND CLASS 230 Freight | 228 Freight | 226 Freight | 232 Freight | FIRST CLASS 4 Golden State Limited | 12 Apache | 2 Californian | Distance from San Francisco | Time Table No. 8, August 18, 1929 — STATIONS (Block Signals) | Distance from Tucumcari | WESTWARD FIRST CLASS 3 Golden State Limited | 11 Apache | 1 Californian | SECOND CLASS 227 Freight | 229 Freight | 231 Freight | THIRD CLASS 205 Local Freight | 203 Local Freight |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Mon. Thur. Sat. | Leave Wed. Fri. Sun. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon. Thur. Sat. | Arrive Tue. Thur. Sat. |
| Yard BTCWYPK | | 7.45AM | 8.20PM | 2.00PM | 8.00AM | 2.00AM | 9.55PM | 4.40PM | 1.50AM | 1439.9 | TO-R CARRIZOZO | 187.5 | s 6.45AM | s 7.40AM | s 1.15AM | 1.20PM | 9.30PM | 6.20AM | | 5 15PM |
| | | | | | | | | | | 1440.3 | 0.4<br>CARRIZOZO JUNCTION | 187.1 | | | | | | | | |
| 71 P | | 8.00 | 8.40 | 2.20 | 8.20 | 2.20 | 10.06 | 4.52 | f 2.02 | 1446.9 | 6.6<br>ROBSART | 180.5 | 6.33 | 7.27 | f 1.03 | 1.00 | 9.15 | 6.00 | | 4.52 |
| 70 WP | | 8.15 | 9.00 | 2.35 | 8.35 | 2.35 | 10.15 | 5.02 | f 2.13 | 1452.2 | 5.3<br>COYOTE | 175.2 | 6.26 | 7.21 | f 12.52 | 12.40 | 9.00 | 5.40 | | 4.30 |
| 70 P | | 8.30 | 9.25 | 2.55 | 8.55 | 2.55 | 10.24 | 5.13 | f 2.24 | 1459.2 | 7.0<br>LARGO | 168.2 | 6.18 | 7.13 | f 12.42 | 12.25 | 8.40 | 5.25 | | 4.15 |
| 80 WP | | 9.00 | 9.55 | 3.25 | 9.25 | 3.25 | 10.31 | 5.22 | s 2.35 | 1463.5 | 4.3<br>TO ANCHO | 163.9 | 6.13 | 7.08 | s 12.34 | 12.15 | 8.30 | 5.15 | | 4.05 |
| 100 P | | 9.20 | 10.15 | 3.45 | 9.45 | 3.45 | 10.37 | 5.30 | f 2.44 | 1467.0 | 3.5<br>LUNA | 160.4 | 6.08 | 7.03 | f 12.25 | 12.05PM | 8.15 | 5.00 | | 3.45 |
| 70 P | | 9.45 | 10.40 | 4.10 | 10.10 | 4.10 | 10.48 | 5.43 | f 2.57 | 1473.0 | 6.0<br>TECOLOTE | 154.4 | 6.00 | 6.55 | f 12.15 | 11.45AM | 7.55 | 4.40 | | 3.25 |
| 70 P | | 9.55 | 10.54 | 4.20 | 10.20 | 4.25 | 10.54 | 5.51 | f 3.04 | 1477.8 | 4.8<br>ELDA | 149.6 | 5.55 | 6.50 | f 12.07AM | 11.35 | 7.40 | 4.25 | | 3.15 |
| 125 WP | | 10.10 | 11.10 | 4.35 | 10.35 | 4.35 | 11.00 | 5.57 | f 3.10 | 1482.5 | 4.7<br>GALLINAS | 144.9 | 5.50 | 6.45 | f 11.59PM | 11.25 | 7.30 | 4.00 | | 3.00 |
| 68 YP | | 11.00 | 11.44PM | 5.00 | 11.00 | 5.00 | 11.11 | f 6.12 | s 3.23 | 1490.9 | 8.4<br>TO CORONA | 136.5 | 5.39 | f 6.32 | s 11.44 | 11.00 | 7.05 | 3.45 | | 2.30 |
| 68 P | | 11.30 | 12.05AM | 5.10 | 11.10 | 5.31 | 11.17 | 6.19 | f 3.30 | 1495.2 | 4.3<br>VARNEY | 132.2 | 5.31 | 6.21 | f 11.31 | 10.35 | 6.55 | 3.30 | | 1.45 |
| 67 WP | | 11.45AM | 12.15 | 5.20 | 11.20 | 5.45 | 11.22 | 6.24 | f 3.36 | 1499.0 | 3.8<br>TORRANCE | 128.4 | 5.26 | 6.14 | f 11.22 | 10.25 | 6.45 | 3.10 | | 1.25 |
| 70 P | | 12.05PM | 12.35 | 5.40 | 11.40 | 6.05 | 11.28 | 6.31 | f 3.42 | 1504.4 | 5.4<br>HELENA | 123.0 | 5.18 | 6.05 | f 11.12 | 10.10 | 6.31 | 2.55 | | 1.05 |
| Yard WTPBK | | 12.40 | 12.45 | 6.00 | 11.55AM | 6.20 | 11.37 | f 6.40 | s 3.53 | 1510.6 | 6.2<br>TO DURAN | 116.8 | 5.10 | f 5.57 | s 11.06 | 9.55 | 6.00 | 2.40 | | 12.45 |
| 78 P | | 12.55 | 12.55 | 6.15 | 12.10PM | 6.35 | 11.44 | 6.49 | f 4.02 | 1516.6 | 6.0<br>INDIOLE | 110.8 | 5.02 | 5.47 | f 10.55 | 9.35 | 5.40 | 2.25 | | 12.10PM |
| 78 P | | 1.05 | 1.05 | 6.25 | 12.20 | 6.45 | 11.50PM | 6.56 | f 4.09 | 1521.5 | 4.9<br>EPRIS | 105.9 | 4.55 | 5.40 | f 10.48 | 9.20 | 5.25 | 2.10 | | 11.35AM |
| 97 CWP | | 2.00 | 1.40 | 7.10 | 1.05 | 7.30 | 12.01AM | s 7.10 | s 4.30 | 1525.4 | 3.9<br>TO VAUGHN | 102.0 | 4.43 | s 5.25 | s 10.35 | 8.50 | 5.05 | 1.40 | | 11.15 |
| 74 P | | 2.15 | 1.50 | 7.20 | 1.15 | 7.35 | 12.05 | 7.14 | f 4.38 | 1528.1 | 2.7<br>TONY | 99.3 | 4.38 | 5.16 | f 10.25 | 8.05 | 4.15 | 1.00 | | 10.10 |
| 70 P | | 2.35 | 2.00 | 7.30 | 1.25 | 7.45 | 12.12 | 7.21 | f 4.48 | 1533.3 | 5.2<br>LEONCITO | 94.1 | 4.30 | 5.08 | f 10.17 | 7.45 | 3.55 | 12.40 | | 9.45 |
| 71 P | | 2.50 | 2.10 | 7.40 | 1.35 | 7.55 | 12.20 | 7.28 | f 4.59 | 1540.0 | 6.7<br>WINKLE | 87.4 | 4.21 | 4.59 | f 10.07 | 7.20 | 3.35 | 12.20AM | | 9.30 |
| 102 WP | | 3.10 | 2.25 | 7.55 | 1.50 | 8.10 | 12.29 | 7.37 | s 5.18 | 1547.2 | 7.2<br>TO PASTURA | 80.2 | 4.12 | 4.50 | s 9.57 | 6.50 | 3.10 | 11.50PM | | 9.00 |
| 70 P | | 3.40 | 2.40 | 8.05 | 2.05 | 8.25 | 12.36 | 7.44 | f 5.28 | 1552.4 | 5.2<br>GUADALUPE | 75.0 | 4.03 | 4.41 | f 9.47 | 6.25 | 2.40 | 11.25 | | 8.25 |
| 70 P | | 4.00 | 2.52 | 8.15 | 2.20 | 8.37 | 12.44 | 7.52 | f 5.40 | 1558.5 | 6.1<br>ARABELLA | 68.9 | 3.52 | 4.30 | f 9.36 | 6.10 | 2.20 | 11.10 | | 7.55 |
| 70 CP | | 4.30 | 3.05 | 8.25 | 2.30 | 8.50 | 12.52 | 7.59 | f 5.51 | 1563.7 | 5.2<br>PINTADO | 63.7 | 3.41 | 4.19 | f 9.25 | 5.51 | 2.00 | 10.55 | | 7.40 |
| No.1-72 No.2-67 WYP | 7.45PM | 4.45PM | 3.32 | 8.35 | 2.45 | 9.05 | 1.00 | s 8.10 | s 6.10 | 1568.3 | 4.6<br>TO-R SANTA ROSA | 59.1 | f 3.32 | s 4.10 | s 9.15 | 5.25 | 1.40 | 10.35 | 6.00PM | 7.15AM |
| 92 P | 8.00 | | 3.56 | 9.00 | 3.00 | 9.20 | 1.09 | 8.21 | f 6.22 | 1574.0 | 5.7<br>HAWKS | 53.4 | 3.23 | 3.56 | f 9.00 | 5.12 | 1.25 | 10.20 | 5.30 | |
| 70 P | 8.10 | | 4.10 | 9.15 | 3.15 | 9.35 | 1.15 | 8.28 | f 6.30 | 1577.4 | 3.4<br>LOS TANOS | 50.0 | 3.18 | 3.52 | f 8.55 | 5.02 | 1.15 | 10.12 | 5.15 | |
| 95 P | 8.20 | | 4.20 | 9.25 | 3.25 | 9.45 | 1.20 | 8.33 | f 6.36 | 1580.3 | 2.9<br>ALCOR | 47.1 | 3.14 | 3.48 | f 8.51 | 4.55 | 1.10 | 10.05 | 5.00 | |
| 100 WP | 8.42 | | 4.35 | 9.40 | 3.40 | 10.00 | 1.27 | 8.42 | s 6.48 | 1585.8 | 5.5<br>TO CUERVO | 41.6 | 3.06 | 3.40 | s 8.42 | 4.35 | 12.55 | 9.40 | 4.45 | |
| 100 P | 9.15 | | 4.50 | 10.00 | 4.00 | 10.20 | 1.39 | 8.54 | f 7.00 | 1594.7 | 8.9<br>NEWKIRK | 32.7 | 2.53 | 3.26 | f 8.24 | 4.05 | 12.20 | 9.15 | 4.00 | |
| 69 P | 9.35 | | 5.05 | 10.15 | 4.15 | 10.35 | 1.46 | 9.02 | f 7.12 | 1600.4 | 5.7<br>SIMMONS | 27.0 | 2.45 | 3.19 | f 8.15 | 3.55 | 12.10PM | 9.02 | 3.35 | |
| 100 WP | 10.00 | | 5.17 | 10.30 | 4.30 | 10.50 | 1.53 | 9.12 | s 7.22 | 1606.7 | 6.3<br>TO MONTOYA | 20.7 | 2.36 | 3.10 | s 8.05 | 3.40 | 11.55AM | 8.40 | 3.15 | |
| 70 P | 10.15 | | 5.30 | 10.45 | 4.45 | 11.05 | 2.04 | 9.24 | f 7.33 | 1615.5 | 8.8<br>PALOMAS | 11.9 | 2.24 | 3.00 | f 7.53 | 3.20 | 11.35 | 8.20 | 2.45 | |
| 70 P | 10.30 | | 5.45 | 11.00 | 5.00 | 11.20 | 2.15 | 9.33 | f 7.43 | 1621.9 | 6.4<br>HARGIS | 5.5 | 2.15 | 2.51 | f 7.45 | 3.08 | 11.20 | 8.08 | 2.25 | |
| Yard CFWYTPBK | 10.45PM | | 6.00AM | 11.20PM | 5.20PM | 11.40AM | s 2.35AM | s 9.45PM | s ¶7.55AM | 1627.4 | 5.5<br>TO-R TUCUMCARI | 0.0 | 2.00AM | 2.40AM | ¶ 7.35PM | 2.50AM | 11.00AM | 7.50PM | 2.00PM | |
| | Arrive Mon. Thur. Sat. | Arrive Wed. Fri. Sun. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (187.5) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Mon. Thur. Sat. | Leave Tue. Thur. Sat. |
| | (3.00)<br>19.70 | (9.00)<br>14.27 | (9.40)<br>19.39 | (9.20)<br>20.09 | (9.20)<br>20.09 | (9.40)<br>19.39 | (4.40)<br>40.18 | (5.05)<br>36.88 | (6.05)<br>30.82 | | Time over District<br>Average speed per hour | | (4.45)<br>39.47 | (5.00)<br>37.50 | (5.40)<br>33.67 | (10.30)<br>18.17 | (10.30)<br>18.17 | (10.30)<br>18.17 | (4.00)<br>14.77 | (10.00)<br>12.84 |

**Westward trains are superior to trains of the same class in the opposite direction.**

No. 4 will hold Main track at Tucumcari to West Connection East Yard against Nos. 3 and 11 and head in on No. 1 track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To or Beyond | From or Beyond |
|---|---|---|---|---|
| 11 | Any Station | Discharge | Amarillo, Tex. and Hutchinson, Kans. | Hutchinson, Kans. and Amarillo, Tex. |
| 12 | Any Station | Receive | | |
| 12 | Any Station | Discharge | | Yuma, Ariz. |

## SANTA ROSA SUBDIVISION
### DAWSON LINE

Time Table No. 8

August 18, 1929

| Capacity of Sidings in Car Lengths | EASTWARD SECOND CLASS 210 Local Freight | 208 Mixed | Distance from San Francisco | | STATIONS | Distance from Dawson | WESTWARD SECOND CLASS 207 Mixed | 209 Local Freight |
|---|---|---|---|---|---|---|---|---|
| | Leave Mon. Wed. Friday | Leave Daily | | | | | Arrive Daily | Arrive Tue. Thur. Sat. |
| Yard TCWYPBKF | 7.30AM | 9.00AM | 1627.4 | TO-R | TUCUMCARI<br>7.5 | 132.0 | s 6.10PM | 5.30PM |
| 41 P | 7.50 | f 9.20 | 1634.9 | | BASCOM<br>5.5 | 124.5 | f 5.42 | 4.40 |
| 29 P | 8.05 | f 9.35 | 1640.4 | | CANADIAN<br>9.7 | 119.0 | f 5.18 | 4.05 |
| 42 P | 8.35 | f 10.05 | 1650.1 | | ATARQUE<br>5.5 | 109.3 | f 4.55 | 3.35 |
| 2 | | f | 1655.6 | | TRIGG RANCH (Spur)<br>6.1 | 103.8 | f | |
| 29 YWP | 9.10 | s 10.35 | 1661.7 | | CAMPANA<br>5.9 | 97.7 | s 4.25 | 2.50 |
| 29 P | 9.35 | f 11.00 | 1667.6 | | MEDIO<br>5.4 | 91.8 | f 3.50 | 2.15 |
| 60 CYP | 10.15 | f 11.25 | 1673.0 | | CABEZA<br>4.9 | 86.4 | f 3.20 | 1.40 |
| 72 P | 10.40 | s 11.40AM | 1677.9 | TO | MOSQUERO<br>8.4 | 81.5 | s 2.58 | 1.20 |
| 52 WP | 11.15AM | s 12.01PM | 1686.3 | | SOLANA<br>9.8 | 73.1 | s 2.35 | 12.55 |
| 29 P | 12.30PM | ¶ 12.25<br>12.50 | 1696.1 | TO | ROY<br>10.3 | 63.3 | ¶ 2.10<br>1.45 | 12.25PM |
| 58 YP | 1.20 | s 1.20 | 1706.4 | TO | MILLS<br>4.3 | 53.0 | s 1.20 | 11.35AM |
| 74 P | 1.40 | f 1.30 | 1710.7 | | ALICIA<br>4.9 | 48.7 | f 12.55 | 11.05 |
| 58 WP | 2.00 | s 1.50 | 1715.6 | | ABBOTT<br>6.2 | 43.8 | s 12.30 | 10.30 |
| 51 P | 2.15 | f 2.05 | 1721.8 | | VERNON<br>8.0 | 37.6 | f 12.05PM | 10.00 |
| 37 CYP | 2.50 | s 2.30 | 1729.8 | TO | TAYLOR<br>11.5 | 29.6 | s 11.35AM | 9.20 |
| P | | 3.10<br>4.10 | 1741.3 | TO | FRENCH<br>0.4 | 18.1 | 10.50<br>10.10 | |
| 27 P | 3.40 | f 4.15 | 1741.7 | | LLOYD<br>12.6 | 17.7 | f 9.55 | 8.20 |
| Yard PI | 4.10 | s 4.45 | 1754.3 | | COLFAX<br>5.1 | 5.1 | s 9.25 | 7.50 |
| Yard YCWTPBK | 4.30PM | s 5.20PM | 1759.4 | TO-R | DAWSON | 0.0 | 9.05AM | 7.30AM |
| | Arrive Mon. Wed. Friday | Arrive Daily | | | (132.0) | | Leave Daily | Leave Tue. Thur. Sat. |
| Time over District | (9.00) | (8.20) | | | | | (9.05) | (10.00) |
| Average speed per hour | 14.64 | 15.84 | | | | | 14.53 | 13.20 |

## ALAMOGORDO SUBDIVISION
### CLOUDCROFT LINE

Time Table No. 8

August 18, 1929

| Capacity of Sidings in Car Lengths | EASTWARD SECOND CLASS 218 Freight | 214 Mixed | Distance from San Francisco | | STATIONS | Distance from Russia | WESTWARD THIRD CLASS 213 Mixed | 217 Freight |
|---|---|---|---|---|---|---|---|---|
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | | | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| 177 BCFWPK | 12.15PM | 7.00AM | 1382.8 | TO-R | ALAMOGORDO<br>1.4 | 32.8 | s 3.00PM | 6.25PM |
| YP | 12.20 | 7.05 | 1384.2 | | ALAMOGORDO JUNCTION<br>2.8 | 30.9 | 2.50 | 6.15 |
| 2 | | | 1387.0 | | OLIVERLEE SPUR<br>1.8 | 28.1 | | |
| 17 P | 12.35 | f 7.25 | 1388.8 | | LA LUZ<br>3.7 | 26.3 | s 2.35 | 6.00 |
| 14 | 12.55 | f 7.45 | 1392.5 | | EL VALLE<br>2.9 | 22.6 | f 2.10 | 5.35 |
| 15 | 1.10 | f 8.00 | 1395.4 | | PINTO<br>3.2 | 19.7 | f 1.55 | 5.20 |
| 15 P | 1.35 | s 8.25 | 1398.6 | | HIGH ROLLS<br>0.7 | 16.5 | s 1.35 | 5.00 |
| 9 P | 1.40 | s 8.30 | 1399.3 | | MOUNTAIN PARK<br>1.6 | 15.8 | s 1.25 | 4.50 |
| 7 WP | 1.55 | f 8.45 | 1400.9 | | WOOTEN<br>2.6 | 14.2 | f 1.15 | 4.40 |
| 8 YP | 2.15 | f 9.05 | 1403.5 | | TOBOGGAN<br>0.2 | 11.6 | f 1.00 | 4.25 |
| | | | 1403.7 | | SWITCHBACK (South End)<br>0.6 | 11.4 | | |
| | | | 1404.3 | | SWITCHBACK (North End)<br>1.6 | 10.8 | | |
| 1 | | | 1405.9 | | BAILEYS (Spur)<br>2.8 | 9.2 | | |
| 14 WPY | 2.55PM | s 9.50 | 1408.7 | TO-R | CLOUDCROFT<br>0.7 | 6.4 | s 12.20 | 3.45PM |
| 41 | | 9.55 | 1409.4 | | HOTEL SPUR<br>1.2 | 5.7 | 12.05PM | |
| 11 | | f 10.05 | 1410.6 | | COX CANON (Spur)<br>2.7 | 4.5 | f 11.55AM | |
| 2 | | | 1413.3 | | HUDMANS SPUR<br>1.8 | 1.8 | | |
| 22 YP | | s 10.30AM | 1415.1 | | RUSSIA | 0.0 | 11.30AM | |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | | (32.3) | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| Time over District | (2.40) | (3.30) | | | | | (3.30) | (2.40) |
| Average speed per hour | 9.71 | 9.23 | | | | | 9.23 | 9.71 |

## ALAMOGORDO SUBDIVISION
### JARILLA LINE

Time Table No. 8

August 18, 1929

| Capacity of Sidings in Car Lengths | EASTWARD | Distance from San Francisco | | STATIONS | Distance from Zora | WESTWARD |
|---|---|---|---|---|---|---|
| 119 WYP | | 1345.0 | TO | OROGRANDE<br>Junction Jarilla Line<br>0.5 | 4.9 | |
| 40 | | 1345.5 | | SMELTER (Spur)<br>2.3 | 4.4 | |
| 9 | | 1347.8 | | MURRAY (Spur)<br>0.1 | 2.1 | |
| 12 | | 1347.9 | | JARILLA<br>0.6 | 2.0 | |
| 33 | | 1348.5 | | LUCKY MINE (Spur)<br>0.4 | 1.4 | |
| 4 | | 1348.9 | | JARILLA RED. CO. (Spur)<br>0.7 | 1.0 | |
| 2 | | 1349.6 | | PARKER (Spur)<br>0.3 | 0.3 | |
| | | 1349.9 | | ZORA | 0.0 | |
| | | | | (4.9) | | |

## ALAMOGORDO SUBDIVISION
### CAPITAN LINE

Time Table No. 8

August 18, 1929

| Capacity of Sidings in Car Lengths | EASTWARD SECOND CLASS 216 Mixed | Distance from San Francisco | | STATIONS | Distance from Capitan | WESTWARD THIRD CLASS 215 Mixed |
|---|---|---|---|---|---|---|
| | Leave Tue. Fri. | | | | | Arrive Tue. Fri. |
| Yard BTCWYPK | 7.00AM | 1439.9 | TO-R | CARRIZOZO<br>0.4 | 21.3 | s 12.20PM |
| | 7.02 | 1440.3 | | CARRIZOZO JUNCTION<br>8.7 | 20.9 | 12.15PM |
| 5 | f 7.50 | 1449.0 | | WALNUT (Spur)<br>4.4 | 12.2 | s 11.40AM |
| | | 1453.4 | | SWITCH BACK (N. End)<br>0.4 | 7.8 | |
| | | 1453.8 | | SWITCH BACK (S. End)<br>0.7 | 7.4 | |
| 5 | f 8.35 | 1454.5 | | INDIAN DIVIDE (Spur)<br>4.2 | 6.7 | f 10.55 |
| 27 Y | f 9.00 | 1458.7 | | COALORA (Spur)<br>2.5 | 2.5 | f 10.25 |
| 32 P | s 9.25AM | 1461.2 | | CAPITAN (Spur) | 0.0 | 10.00AM |
| | Arrive Tue. Fri. | | | (21.3) | | Leave Tue. Fri. |
| Time over District | (2.25) | | | | | (2.20) |
| Average speed per hour | 8.81 | | | | | 9.13 |

**Westward trains are superior to trains of the same class in the opposite direction.**

# Additions to, or modifications of the Rules and Regulations of the Transportation Department



**RULE D-10 (G).** Where there are two or more main tracks, an unattended red signal, except a fixed signal or fusee, will not apply to the track on which the train is moving if displayed beyond the first rail of an adjoining main track.

**RULE 10 (H).** First paragraph is modified to read: "A yellow signal will be displayed to the right of the track in the direction of movement, one-half mile each side of structure or track over which speed of trains must be restricted."

**RULE D-11 (A).** Has been changed to read: "Where there are two or more main tracks, a fusee will not apply to the track on which a train is moving if displayed beyond the first rail of an adjoining main track."

**RULE D-72 (A).** When a section of double track is being used as single track under Form D-S, Westward trains are superior to trains of the same class in the opposite direction.

**RULE 85 (A).** Third-class trains may pass and run ahead of second-class trains.

**RULE 91 (B).** When a train leaves continuously block signaled territory a ten minute fusee will be left immediately after passing last signal for purpose of spacing trains. This will not apply at an open train-order office.

**RULE 99 (C).** Rule 99 will ordinarily be regarded as complied with in protecting rear end of a first-class train standing at station platform at:

Alamogordo  Carrizozo  Santa Rosa  Tucumcari

when flagman takes position thirty feet to the rear of his train, provided no first-class train in the same direction is due by time-table. If time of stop be of unusual length, or if vision be obstructed by fog or storm, or other conditions make it necessary to increase the distance, flagman must go back sufficient distance to insure full protection.

**RULE 221.** That portion of Rule 221 reading: "Train-order office hours will be shown in the time-table" is cancelled. When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

**RULE 221 (B).** If the date of a clearance card is incorrect, or omitted, trains will not stop for another clearance card.

**RULE 509.** That portion reading: "—or to enter a terminal yard, provided the switch is set for receiving track and the route is clear to the fouling point of switch," will also apply to double track.

**RULE 672.** Second sentence of Rule 672 is changed to read: "When so arranged they will be semi-automatic and distinguished by a number plate and the letters 'SA' near the number plate."

**RULE 822.** Modified as follows:

| | |
|---|---|
| When main rod only is removed | 30 miles per hour. |
| When side rods only are removed | 30 miles per hour. |
| When both main and side rods are removed | 20 miles per hour. |

# SPECIAL INSTRUCTIONS

**RULE 2.** The following are designated watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

| | |
|---|---|
| El Paso, First National Bank Bldg. | G. D. Davidson Co. |
| Alamogordo | A. Sorenson. |
| Carrizozo | J. K. Such. |
| Tucumcari | E. E. Rivers. |

**RULE 83 (A).** Only trains originating or terminating at Santa Rosa will register at that point.

**RULE 83 (C).** Extra trains register at Alamogordo and Cloudcroft, when such stations are open train-order offices.

**RULE 83 (D).** Trains must obtain clearance card before leaving Alamogordo and Cloudcroft when such stations are open train-order offices.

**RULE 93.** Yard limits are defined by yard limit signs at the following stations:

| | | | |
|---|---|---|---|
| El Paso | Russia | Duran | Tucumcari |
| Alamogordo | Carrizozo | Santa Rosa | Dawson |
| Cloudcroft | Capitan | Vaughn | |

**RULE 98.** The normal position of switches at junctions will be as follows:

| | |
|---|---|
| Alamogordo Junction | For Main Track. |
| Carrizozo Junction | For Main Track. |
| Tucumcari (Dawson Line) | For Stock Track. |
| French Jct. | For Main Track. |

**RULE 873.** Modified as follows: "Brakemen must be on top of their trains when descending steep grades or under other conditions when the safety of their trains so require."

### AIR BRAKE AND TRAIN INSPECTION

#### Use of Retainers

Westward trains will use all retainers from Cabeza to Campana, from Indian Divide to Walnut, and from Zora to Orogrande. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Where retainers are used the rate of speed of freight or mixed trains on any grade of 1% or over will not exceed twenty-five miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Freight trains descending grades will stop at least ten minutes at:

MEDIO  CAMPANA

Five minutes at:

HIGH ROLLS  LA LUZ  WALNUT

where trainmen will make a careful examination of cars in train.

Engines running light, descending grades of 1½% or over, will make same stops for inspection as are made by freight trains on such grades and Enginemen will know that tires and machinery are in satisfactory condition.

Westward trains between Mosquero and Campana, Dawson Line, and at all points on the Capitan and Cloudcroft lines must use 90 pounds brake pipe pressure.

Westward trains will make rear end test as required by Rule 17, "Rules and Regulations governing Air Brakes," before leaving Russia, Cloudcroft, High Rolls, Indian Divide, Walnut, Mosquero, Cabeza and Medio.

### INSTRUCTIONS TO PREVENT ACCUMULATION OF MOISTURE AND WATER IN BRAKE PIPES.

(a) Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

(b) At terminals upon arrival of freight trains the hose on the first five head end cars must be uncoupled, after which the brake pipe on each of these cars must be thoroughly blown out consecutively from an engine or yard air line.

(c) Before coupling engine to any train, brake pipe must be blown out by opening angle cock wide open on end of engine next to train, with brake valve handle in release position.

(d) When cars are set out enroute the brake pipe must be blown out from the head end of the cars set out and angle cock left open.

(e) Before starting descent of grade with a freight train, the brake pipe at the forward portion of train must be blown out by uncoupling the hose between the first and second cars, leaving both angle cocks open.

(g) Instructions in letters a and d apply irrespective of climatic conditions or time of year. Letters b, c and e must be put into effect when freeizng weather is liable to be encountered and apply between November 15th and February 15th, before descending grades as follows:

Gallinas—East and West.
Mosquero—West.
Russia, or Cloudcroft.
Capitan.

### AUTOMATIC BLOCK SYSTEM

When stopped at block signals 14403 or 14396 Carrizozo, 15250 or 15259 Vaughn, 15682 or 15689 Santa Rosa, trains may then proceed with caution not exceeding six miles per hour to next home signal. In foggy or stormy weather a flagman must precede the train.

Block signals between Tower 47 and Material Yard and between Carrizozo and Santa Rosa operate in the upper quadrant. Home signals indicate stop when the arm is extended horizontally, or in addition a red light is displayed, and indicate proceed when the arm is vertical or in addition a green light is displayed. Distant signals indicate proceed with caution when the arm is extended horizontally, or in addition yellow light is displayed, and indicate proceed when the arm is vertical, or in addition a green light is displayed.

Light signals are used to protect connection between main track and No. 1 track just East of passenger station Tucumcari.

### INTERLOCKING

COLFAX, N. M.

At A. T. & S. F. R. R. crossing, the normal position of signals and derails are for Southern Pacific trains.

### MISCELLANEOUS

1. Employes of New Mexico Division using tracks of the T. and N. O. Ry. or the El Paso Union Depot Company within their yards in El Paso are governed by the rules, regulations and current time-tables of the above Companies.

2. Trains entering El Paso which become disabled and block street crossings, will, as soon as possible, call Yardmaster in order to secure assistance of yard engine to avoid unnecessary delay in clearing street crossings.

3. Eastward freight trains will take only enough water at Newman to make Orogrande. Westward freight trains will take full tank water at Orogrande and not take water at Newman unless necessary.

4. On passenger trains entering terminals where engines are to be changed, or train switched, rear brakeman will open steam valve on rear of train at Yard Limit board of such terminal and after doing so give one long blast of air whistle as signal to Engineman to shut off steam.

5. Sprinklers on engines handling passenger trains must be used to full extent between Mile Post 1310 and Mile Post 1334 and through full length of station grounds at:

Newman  Orogrande  Montoya

Also at:

Ancho—Between West siding switch and station.
Pastura—Between station and East siding switch.
Pintado—When passing coal chute,

and whenever track is dusty account section men disturbing the surface, limits of which will be marked from time to time by sprinkler flags.

Conductors must make wire report to Superintendent when for any reason sprinklers are not used.

6. Look out for drifting sand between Material Yard and Hueco, Turquoise and Paxton, switches at Temporal and at Robsart; and for rocks and trees immediately after rains or thaws between Arabella and Pintado.

7. The following signs when placed at left of page in time-table indicate:
"C"—Coal Station.
"F"—Oil Station.

Eastward passenger trains take full tank of coal at Alamogordo and enough at Vaughn to make Tucumcari.

Westward passenger trains take full tank of coal at Vaughn and at Alamogordo if necessary.

8. Ash pans must not be dumped and trains moved over cinders before fire has been extinguished.

9. Report to Chief Train Dispatcher from first point of communication, any leak in water service pipe line between Carrizozo and Pastura.

10. While switching over street crossings just West of station at Alamogordo, flagman must be stationed on crossing.

11. First class trains meeting at Alamogordo will use that portion of the siding between the East and West connections, and time-table schedules and train orders applicable between first class trains only will apply at these connections. Other trains will clear the siding between these connections to avoid delay to first class trains meeting at that point.

12. Normal position of inside cutoff switch East end Pastura siding is lined and locked for stock track.

### CLOUDCROFT LINE

26. Normal position for switch of wye Cloudcroft end, Alamogordo Junction, will be for the East leg.

27. Trainmen will lock switches at North and South ends of Switchback between Toboggan and Baileys for Westward trains, when cars are left on either end of Switchback.

28. When necessary to turn at Toboggan, enter South leg of wye.

29. Look out for rocks and trees between La Luz and Russia.

30. Cars must not be cut off while in motion.

31. Auxiliary retainer air line must be used on all trains.

32. Enter Cloudcroft and Russia Yard limits expecting to find Lumber Co. trains occupying main track.

33. Maximum tonnage per operative brake between Russia and La Luz 80 Ms.

# SPECIAL INSTRUCTIONS, Continued

### JARILLA LINE

37. Trains and engines must move with extreme caution account heavy grades and curvature.

### CAPITAN LINE

40. Normal position of switch of wye Capitan end, Carrizozo Junction, will be for the West leg.

41. Look out for rocks and trees between Walnut and Coalora.

42. Cars must not be cut off while in motion.

43. Maximum tonnage per operative brake between Indian Divide and Walnut 120 Ms.

### DAWSON LINE

50. Look out for drifting sand between Tucumcari and Canadian and between Abbott and Colfax, and rocks and trees between Canadian and Cabeza.

51. Take full tank of coal at Taylor.

52. Take only sufficient water at Solana to make next water station.

53. Westward trains must not follow each other closer than fifteen minutes between Cabeza and Campana.

54. While handling cuts of cars from loading tipples to train yard, Dawson, air brakes must be cut in and used on all cars.

55. Maximum tonnage per operative brake between Cabeza and Campana 160 Ms.

### DERAILERS IN MAIN TRACK

#### JARILLA LINE

Derailing switch 190 feet East of wye switch.

Derailing switch 5975 feet East of wye switch.

#### DAWSON LINE

Derailing switch 550 feet West of West switch, Dawson yard.

#### CLOUDCROFT LINE

Derailing switch 150 feet West of West wye switch Cloudcroft.

Derailing switch 427 feet East of main track switch, on East leg of wye, Alamogordo Jct.

Derailing switch 192 feet East of main track switch, on West leg of wye, Alamogordo Jct.

#### CAPITAN LINE

Derailing switch 283 feet East of main track switch, on West leg of wye, Carrizozo Jct.

Derailing switch 359 feet East of main track switch, on East leg of wye, Carrizozo Jct.

### SPEED TABLE

| Miles per Hour | 1 Mile in Min. | Sec. | Miles per Hour | 1 Mile in Min. | Sec. | Miles per Hour | 1 Mile in Min. | Sec. | Miles per Hour | 1 Mile in Min. | Sec. | Miles per Hour | 1 Mile in Min. | Sec. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 | 10 | | 21 | 2 | 51 | 31 | 1 | 56 | 41 | 1 | 27 | 51 | 1 | 11 |
| 8 | 7 | 30 | 22 | 2 | 43 | 32 | 1 | 52 | 42 | 1 | 25 | 52 | 1 | 9 |
| 10 | 6 | | 23 | 2 | 36 | 33 | 1 | 49 | 43 | 1 | 23 | 53 | 1 | 8 |
| 12 | 5 | | 24 | 2 | 30 | 34 | 1 | 45 | 44 | 1 | 21 | 54 | 1 | 7 |
| 15 | 4 | | 25 | 2 | 24 | 35 | 1 | 42 | 45 | 1 | 20 | 55 | 1 | 6 |
| 16 | 3 | 45 | 26 | 2 | 18 | 36 | 1 | 40 | 46 | 1 | 18 | 56 | 1 | 4 |
| 17 | 3 | 31 | 27 | 2 | 13 | 37 | 1 | 37 | 47 | 1 | 16 | 57 | 1 | 3 |
| 18 | 3 | 20 | 28 | 2 | 8 | 38 | 1 | 34 | 48 | 1 | 15 | 58 | 1 | 2 |
| 19 | 3 | 9 | 29 | 2 | 4 | 39 | 1 | 33 | 49 | 1 | 13 | 59 | 1 | 1 |
| 20 | 3 | | 30 | 2 | | 40 | 1 | 30 | 50 | 1 | 12 | 60 | 1 | 0 |

### SPEED RESTRICTIONS

MAXIMUM SPEED OF PASSENGER TRAINS IS 50 MILES PER HOUR, EXCEPT BETWEEN FT. BLISS AND TUCUMCARI THE MAXIMUM SPEED IS 60 MILES PER HOUR. WHEN WATER CAPACITY OF ENGINE TENDER IS LESS THAN 9,000 GALLONS, MAXIMUM SPEED IS 50 MILES PER HOUR EXCEPT ENGINES 3100 TO 3109 INCLUSIVE WHICH ARE PERMITTED A MAXIMUM SPEED OF 60 MILES PER HOUR.

MAXIMUM SPEED OF FREIGHT OR MIXED TRAINS OR LIGHT ENGINES MOVING FORWARD, IS 40 MILES PER HOUR.

MAXIMUM SPEED OF PASSENGER TRAINS IS 50 MILES PER HOUR ON CURVES FROM 2 TO 3 DEGREES AND 45 MILES PER HOUR ON CURVES FROM 3 TO 4 DEGREES.

MAXIMUM SPEED OF FREIGHT OR MIXED TRAINS OR LIGHT ENGINES MOVING FORWARD IS 35 MILES PER HOUR ON CURVES FROM 2 to 3 DEGREES AND 30 MILES PER HOUR ON CURVES FROM 3 TO 4 DEGREES.

MAXIMUM SPEED OF 2-10-2 CLASS ENGINES IN PASSENGER SERVICE IS AS FOLLOWS:

(a) Tangent track—45 miles per hour.
(b) On curves of less than 5 degrees—40 miles per hour.
(c) On curves of 5 to 6 degrees—35 miles per hour.
(d) On curves of 6 to 7 degrees—30 miles per hour.
(e) On curves of 7 to 10 degrees—25 miles per hour.

MAXIMUM SPEED OF CONSOLIDATED AND MIKADO TYPE ENGINES (57 AND 63 INCH DRIVERS) IN PASSENGER SERVICE IS 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING OTHER SPEED RESTRICTIONS.

| Page | BETWEEN | Passenger | Freight Mixed and light engines moving forward | Light engines backing |
|---|---|---|---|---|
| | Through crossovers, turnouts | 15 | 15 | 15 |
| 2 | El Paso, Street Crossings | 10 | 10 | 10 |
| 2 | El Paso and Ft. Bliss, 4° curves | 30 | 30 | 20 |
| 2 | M. P. 1345 and M. P. 1360 | 50 | 35 | 20 |
| 2-3 | El Paso and Tucumcari, steam derrick | ---- | 30 | ---- |
| 2-3 | El Paso and Tucumcari, rotary snow plow | ---- | 15 | ---- |
| 2-3 | El Paso and Tucumcari, pile driver | ---- | 25 | ---- |
| 2-3 | El Paso and Tucumcari | ---- | ---- | 20 |
| 2-3 | El Paso and Tucumcari, class C-20, C-21, C-22, C-23, F-3, F-4, F-5, F-6, engines moving light | ---- | 35 | 20 |
| 2-3 | El Paso and Tucumcari, backing up with cars or moving cars ahead of engine | 20 | 20 | ---- |
| 3 | Wye, Corona | 5 | 5 | 5 |
| 3 | Between switches, Santa Rosa | 35 | 25 | 20 |
| 4 | Thru interlocking limits with caution | ---- | ---- | ---- |
| 4 | Orogrande and end of track at Zora | 12 | 12 | 12 |
| 4 | Alamogordo and La Luz | 20 | 20 | 20 |
| 4 | La Luz and Russia | 12 | 12 | 12 |
| 4 | Carrizozo and M. P. 1450 | 20 | 20 | 20 |
| 4 | M. P. 1450 and Capitan | 12 | 12 | 12 |
| 4 | Tucumcari and Dawson | 30 | 30 | 20 |
| 4 | Tucumcari and Dawson, curves of 4° to 6° | 25 | 25 | 20 |
| 4 | Tucumcari and Dawson, curves of 6° and over | 15 | 15 | 15 |
| 4 | Cabeza and Campana, Westward | 15 | 15 | 15 |
| 4 | Cabeza and Campana, Eastward | 25 | 25 | 20 |
| 4 | Dawson, over road crossing just east of station | 4 | 4 | 4 |
| | and between sunset and sunrise, must be | Flg'd | Flg'd | Flg'd |
| 4 | Dawson, over road crossing just South of Loretta tipple | 4 | 4 | 4 |
| 4 | Tucumcari and Dawson, steam derrick | ---- | 20 | ---- |
| | Tucumcari and Dawson, rotary snow plow | ---- | 15 | ---- |
| 4 | Tucumcari and Dawson, pile driver | ---- | 25 | ---- |
| 4 | Tucumcari and Dawson, backing up with cars or moving cars ahead of engine | 20 | 20 | ---- |
| 4 | Tucumcari and Dawson, Mikado type engines over following bridges, 1631-A, 1639-A, 1644-A, 1647-C, 1648-C, 1740-B | 15 | 15 | 15 |

No. 4 reduce speed to twenty miles per hour passing station at Vaughn to permit proper exchange of U. S. Mail.

### STRUCTURES LESS THAN STANDARD CLEARANCE

#### EL PASO TO OROGRANDE—EASTWARD

| Mile Post | LOCATION | DESCRIPTION | |
|---|---|---|---|
| 1316.1 | Newman | Water Column, Main Track and Siding | Side |

#### OROGRANDE TO ZORA—EASTWARD

| | | | |
|---|---|---|---|
| 1345.0 | Orogrande | West End Cinder Incline, Main Track | Side |
| 1348.5 | Lucky Mine | Lucky Mine Ore Bins, No. 2 Spur | Side |
| 1348.5 | Lucky Mine | Loading Tipple, Tracks No. 1, 4 & 5 | Over & Side |

#### OROGRANDE TO ALAMOGORDO—EASTWARD

| | | | |
|---|---|---|---|
| 1382.8 | Alamogordo | Cinder Loading Platform, Track No. 60 | Side |
| 1382.8 | Alamogordo | Tree, Tracks No. 19 and 36 | Over & Side |
| 1382.8 | Alamogordo | Ice Plant Buildings, Track No. 35 | Side |
| 1382.8 | Alamogordo | Trestle for Conveyor Pipe at Mill, Track No. 101 | Side |
| 1382.8 | Alamogordo | Treating Plant Tel. Wire, Track No. 110 | Over |
| 1382.8 | Alamogordo | Treating plant Hoist Cable on Platform, Track No. 110 | Over |
| 1382.8 | Alamogordo | Coal Chute, Main Track | Side |
| 1382.8 | Alamogordo | Water Column (East) Main Track and Siding | Side |
| 1382.8 | Alamogordo | Water Column (West) Main Track and Siding | Side |
| 1382.8 | Alamogordo | Roundhouse, Track No. 20 | Over & Side |
| 1382.8 | Alamogordo | Thomas Store, Track No. 7 | Side |
| 1382.8 | Alamogordo | Planing Mill Platform, Track No. 101 | Side |
| 1382.8 | Alamogordo | S. W. Lbr. Co. Storehouse, Track No. 101 | Side |
| 1382.8 | Alamogordo | Drying Rack at Mill Track No. 108 | Side |
| 1382.8 | Alamogordo | West End Mill, Track No. 119 | Over & Side |
| 1382.8 | Alamogordo | Treat. Plant Plat. & Power Ho., Track No. 111 | Side |
| 1382.8 | Alamogordo | Treat. Plant & Platform, Track No. 110 | Side |
| 1382.8 | Alamogordo | Treat. Plant Coal Bin, Track No. 111 | Side |

#### OROGRANDE TO ALAMOGORDO—EASTWARD (CONT'D)

| | | | |
|---|---|---|---|
| 1382.8 | Alamogordo | Treat. Plant Power House, Track No. 110 & 111 | Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 2, Planing Mill | Side |
| 1382.8 | Alamogordo | Breece Lbr. Co., Track No. 5, Tie Loading Dock | Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 4, Piles of Lath | Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 4, Wood House | Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 1, Piles of Logs | Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 3, Log Platform | Side |
| 1382.8 | Alamogordo | Breece Lbr. Co., Track No. 1, Power Line Pole | Side |

#### ALAMOGORDO TO RUSSIA—EASTWARD

| | | | |
|---|---|---|---|
| 1387.0 | Oliverlee | Loading Tipple, Spur | Over & Side |
| 1398.6 | High Rolls | Freight House Platform, Siding | Side |
| 1400.9 | Wooten | Water Treater Platform, Main Track | Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Motor Car House, Breece Lumber Co., Connection | Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Tool House, Lbr Co. Conn. | Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Wood Shed, Lbr Co., Conn. | Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Eng Shed, Lbr Co., Main Track and Siding | Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Oil House, Lbr Co. Conn. | Side |
| 1408.7 | Cloudcroft | Water Tank Spout, Main Track | Over |
| 1408.7 | Cloudcroft | Breece Lbr. Co., Conn., N. W. Corner P. O. Bldg | Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Conn., Dwellings opposite, P. O. Building | Side |
| 1408.7 | Cloudcroft | Breece Lbr. Co., Conn. Fence, near Tool House | Side |

**Note—Look out for narrow rock cuts between La Luz and Russia**

#### ALAMOGORDO TO CARRIZOZO—EASTWARD

| | | | |
|---|---|---|---|
| 1412.9 | Three Rivers | Water Column, Main Track & Siding | Side |
| 1424.5 | Oscura | Water Column, Main Track and Track No. 1 | Side |
| 1424.5 | Oscura | Spout on Water Tank, Track No. 2 | Over |
| 1439.9 | Carrizozo | Water Column, Cinder Pit Track | Side |
| 1439.9 | Carrizozo | Coal Chute & Sand House, Track No. 20 | Over & Side |
| 1439.9 | Carrizozo | Walls, Cinder Track No. 21 | Side |
| 1439.9 | Carrizozo | Loading Crane, Track No. 17 | Side |
| 1439.9 | Carrizozo | Storehouse Platform, Track No. 16 | Side |
| 1439.9 | Carrizozo | Machine Shop, Track No. 15 | Over & Side |
| 1439.9 | Carrizozo | Coal Chute, Hopper Track No. 37 | Side |

#### CARRIZOZO TO CAPITAN—EASTWARD

| | | | |
|---|---|---|---|
| 1454.5 | Indian Divide | Wood Pile, Spur | Side |

**Note—Look out for narrow rock cuts between Vera Cruz and Indian Divide**

#### CARRIZOZO TO TUCUMCARI—EASTWARD

| | | | |
|---|---|---|---|
| 1452.2 | Coyote | Pump House, Track No. 3 | Side |
| 1463.5 | Ancho | Brick Wall, Brick Plant Track | Side |
| 1463.5 | Ancho | Water Column, Main Track & Siding | Side |
| 1482.5 | Gallinas | Screening House, Track No. 3 | Side |
| 1482.5 | Gallinas | Screening House, Track No. 4 | Over & Side |
| 1482.5 | Gallinas | Boiler House, Tracks Nos. 4 & 5 | Side |
| 1482.5 | Gallinas | Stock Pen Platform, Siding | Side |
| 1490.9 | Corona | Stock Pen Platform, Siding | Side |
| 1499.0 | Torrance | Warehouse & Stock Pen Platforms, Stock Yard Track | Side |
| 1499.0 | Torrance | Station Platform, House Track | Side |
| 1510.6 | Duran | Water Column, Main Track & Siding | Side |
| 1510.6 | Duran | Water Column, Tracks Nos. 6 & 8 | Side |
| 1510.6 | Duran | Walls, Cinder Pit, Track No. 7 | Side |
| 1510.6 | Duran | Freight House Platform, Track No. 13 | Side |
| 1524.7 | W. of Vaughn | Concrete Arch, A. T. & S. F. Overhead Crossing, Main Track | Over & Side |
| 1525.4 | Vaughn | Water Column, Main Track & Siding | Side |

# SPECIAL INSTRUCTIONS, Continued

### CARRIZOZO TO TUCUMCARI—EASTWARD (CONT'D)

| Mile Post | LOCATION | DESCRIPTION | |
|---|---|---|---|
| 1528.1 | Tony | Stock Pen Platform, Siding | Side |
| 1547.2 | Pastura | Water Column, Main Track & Siding | Side |
| 1547.2 | Pastura | Cinder Loading Incline & Pastura Trading Co. Platform, Siding | Side |
| 1552.4 | Guadalupe | Platform, Ore Loading Spur No. 2 | Side |
| 1563.7 | Pintado | Coal Chute, Main Track & Coal Chute Track | Side |
| 1568.3 | Santa Rosa | Water Column, Main Track & Siding | Side |
| 1568.3 | Santa Rosa | Moise Bros. Store & Warehouse, Ind'y Track No. 18 | Side |
| 1568.3 | Santa Rosa | Coury Garage, Ind'y Track No. 18 | Side |
| 1585.8 | Cuervo | Bond & Weiss Platform & Warehouse, Stock Yard Track | Side |
| 1627.4 | Tucumcari | Sand House & Coal Chute Eng. House, Track No. 85 | Side |
| 1627.4 | Tucumcari | Coal Hoist, Tracks Nos. 85 & 20 | Side |
| 1627.4 | Tucumcari | Coal Hoist, Engine House, Track No. 21 | Side |
| 1627.4 | Tucumcari | Walls, Cinder Pit, Tracks Nos. 22 & 49 | Side |
| 1627.4 | Tucumcari | Car Repairers Office, Track No. 86 | Side |
| 1627.4 | Tucumcari | Roundhouse & Machine Shop Doors, Track No. 45 | Over & Side |
| 1627.4 | Tucumcari | Roundhouse Doors, Track No. 31 | Over & Side |
| 1627.4 | Tucumcari | Mach. Shop Coal Bin, Track No. 31 | Side |
| 1627.4 | Tucumcari | Freight House Platform, Tracks on both sides | Side |
| 1627.4 | Tucumcari | Pump House & Cinder Loading Incline, Track No. 43 | Side |
| 1627.4 | Tucumcari | Sinclair Oil Co. Fence, Track No. 42 | Side |
| 1627.4 | Tucumcari | Tucumcari Ice Co Building & Coal Bins, both sides, Track No. 42 | Side |
| 1627.4 | Tucumcari | Electric Light Co. Coal Bin, Track No. 42 | Side |
| 1627.4 | Tucumcari | Tucumcari Light & Power Co Wire, 5th Street | Over |
| 1627.4 | Tucumcari | Goldenberg's old Concrete Vault, Track No. 47 | Side |

### TUCUMCARI TO DAWSON—EASTWARD

| Mile Post | LOCATION | DESCRIPTION | |
|---|---|---|---|
| 1639.0 | Bridge 1639-A | Steel Bridge over Canadian River, Main Track | Over & Side |
| 1673.0 | Cabeza | Coal Chute, Main Track & Coal Chute Track | Side |
| 1686.3 | Solana | Stock Pen Platform, Siding | Side |
| 1696.1 | Roy | Floersheim Warehouse & Platform, Ind'y Track No. 3 | Side |
| 1696.1 | Roy | Rocky Mtn. Bean & Elevator Co., Ind'y Track No. 3 | Side |
| 1696.1 | Roy | Freight House Platform, Ind'y Track No. 3 | Side |
| 1706.4 | Mills | Wilson Co. Elevator, Spur No. 6 | Side |
| 1715.6 | Abbott | Wilson Co. Elevator, Spur | Side |
| 1729.8 | Taylor | Coal Chute, Main Track & Track No. 3 | Side |
| 1759.4 | Dawson | Water Column, Tracks Nos. 16 and 17 | Side |
| 1759.4 | Dawson | Scale House, Tracks Nos. 7 & 9 | Side |
| 1759.4 | Dawson | Sand House, Tracks Nos. 16 & 17 | Side |
| 1759.4 | Dawson | Water Loading Crane, Track No. 15 | Side |
| 1759.4 | Dawson | Walls, Depressed Track No. 18 | Side |
| 1759.4 | Dawson | Coal Unloading Trestle, Track No. 25 | Side |
| 1759.4 | Dawson | Oil House, Track No. 38 | Side |

Note—Look out for narrow rock cuts between Tucumcari and Cabeza

Employes are warned that it is dangerous to ride on top or sides of cars at previously mentioned points.

Bunks on log cars, such as are used on the Cloudcroft Line, will not clear stock pen platforms.

### HOSPITALS

GENERAL HOSPITAL, S. P. Hospital ........ San Francisco, Calif.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeons.

### SURGEONS

| Location | Name | Title |
|---|---|---|
| San Francisco | Dr. W. B. Coffey | Chief Surgeon and Manager Hospital Department |
| El Paso | Dr. R. L. Ramey | Division Surgeon |
| El Paso | Dr. J. J. Gorman | Assistant Division Surgeon |
| El Paso | Dr. S. F. King | Assistant Surgeon |
| El Paso | Dr. H. H. Varner | Assistant Division Surgeon |
| El Paso | Dr. E. W. Rheinheimer | Assistant Surgeon |
| El Paso | Dr. J. M. Britton | Oculist and Aurist |
| El Paso | Dr. F. S. Schuster | Oculist and Aurist |
| El Paso | Dr. W. L. Brown | Consulting Surgeon |
| (Service limited to consultation with Division Surgeon) | | |
| Alamogordo | Dr. F. B. Evans | District Surgeon |
| Alamogordo | Dr. J. G. Holmes | District Surgeon |
| Cloudcroft | Dr. R. J. Thompson | District Surgeon |
| High Rolls | Dr. W. P. Shelley | District Surgeon |
| Tularosa | Dr. H. E. Whitacre | District Surgeon |
| Carrizozo | Dr. F. H. Johnson | District Surgeon |
| Carrizozo | Dr. M. G. Paden | Consulting Surgeon |
| (Service limited to consultation with District Surgeons or when they are not available) | | |
| Carrizozo | Dr. P. M. Shaver | District Surgeon |
| Corona | Dr. R. R. Green | District Surgeon |
| Duran | Dr. A. A. Sanford | District Surgeon |
| Vaughn | Dr. J. W. Kinsinger | District Surgeon |
| Santa Rosa | Dr. Z. E. Funk | District Surgeon |
| Tucumcari | Dr. O. E. Brown | District Surgeon |
| Tucumcari | Dr. C. H. Ferguson | Assistant District Surgeon |
| Mosquero | Dr. D. C. Daniel | District Surgeon |
| Roy | Dr. M. D. Gibbs | District Surgeon |
| Dawson | Dr. C. S. Hart | District Surgeon |
| Dawson | Dr. W. R. Quinn | Assistant District Surgeon |

### LOCATION HOSPITAL STRETCHERS

ALAMOGORDO, CARRIZOZO, VAUGHN, DAWSON, TUCUMCARI.

## RATING OF ENGINES—IN M's OF 1000 LBS. BACK OF TENDER

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | BOILER PRESSURE | El Paso and Tucumcari | Tucumcari to Campana | Campana to Cabeza | Cabeza to Dawson | Dawson to Taylor | Taylor to Mills | Mills to Canadian | Canadian to Tucumcari | Alamogordo to Russia | Russia to Alamogordo | Carrizozo to Capitan | Capitan to Carrizozo |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SINGLE | SINGLE | HELPER 1.0 | SINGLE | SINGLE | HELPER 1.0 | SINGLE | HELPER 1.0 | SINGLE | SINGLE | HELPER 1.0 | SINGLE |
| P-11 | P—68-24/26-157-S | 3100 to 3109 | 176 | 1850 | | | | | | | | | | | |
| P-12 | P—73-27/28-186-S | 3120 to 3129 | 190 | 2600 | | | | | | | | | | | |
| Mk-5, 6 | Mk—63-26/28-210-S | 3241 to 3277 | 200 | 3000 | 2500 | 2500 | 2500 | 6900 | 6900 | 6900 | 6900 | | | | |
| Mk-7, 8, 9 | Mk—63-29/30-247-S | 3300 to 3324 | 176 | 3400 | | | | | | | | | | | |
| Mk-7, 9 | Mk—63-29/30-247-SF | | | | | | | | | | | | | | |
| C-18 | C—57-22/28-169-S | 3400 to 3409 | 200 | 2300 | 1950 | 1950 | 1950 | 5250 | 5250 | 5250 | 5250 | | | | |
| C-19 | C—57-22½/28-178-S | 3410 to 3426 | 200 | 2400 | 2050 | 2050 | 2050 | 5500 | 5500 | 5500 | 5500 | | | | |
| C-20 | C—57-25/30-196-S | 3440 to 3444 | 170 | | | | | | | | | | | | |
| C-23 | C—57-23/30-193-S | 3450, 3451 | 200 | 2600 | 2200 | 2200 | 2200 | 6000 | 6000 | 6000 | 6000 | | | | |
| C-22 | C—57-25/30-193-S | 3452 to 3469 | 170 | | | | | | | | | | | | |
| F-3 | F—63-29½/32-307-S | 3653 to 3667 | 200 | 4200 | | | | | | | | | | | |
| F-4 | F—63-29½/32-319/B-62-SF | 3668 to 3717 | 200 | 4400 | | | | | | | | | | | |
| Mt-1, 3, 4 | Mt—73-28/30-246/B-60-SF | 4300 to 4358 | 210 | 3600 | | | | | | | | | | | |
| Mt-2 | Mt—73-28/30-262-SF | 4385 to 4390 | 210 | 3550 | | | | | | | | | | | |
| C-14 | C—46-21/24-125 | 2504 | 160 | | | | | | | | | 245 | 8000 | 760 | 940 |
| C-15 | C—50-21/26-126 | 2505 to 2508 | 160 | | | | | | | | | 230 | 8000 | 730 | 930 |
| C-17 | C—51-21½/28-160 | 2510, 2511 | 180 | | | | | | | | | 320 | 8000 | 970 | 1160 |
| ALLOWANCE FOR EMPTY AND UNDERLOADED CARS | LESS THAN 40 M's | | | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 3 | 3 |
| | 40 M's TO 50 M's | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 |
| | 50 M's AND OVER | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE: Ratings for districts Gallinas to El Paso and Gallinas to Tucumcari will be car limit instead of Ms.

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of engines will haul in direction indicated between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

C-57 $\frac{22}{30}$ 187

CLASS "C"—Consolidated engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain

| District | Ruling Grades & Curves: Per Cent Grade | Degrees Curve | Equivalent Grade |
|---|---|---|---|
| El Paso to Carrizozo | 1.0 | 4.0 | 1.0 |
| Carrizozo to Tucumcari | 1.0 | 4.0 | 1.0 |
| Tucumcari to Dawson | 3.0 | 10.0 | 3.0 |
| Orogrande to Zora | 4.7 | 18.0 | 4.7 |
| Alamogordo Jct. to Russia | 5.2 | 30.0 | 5.2 |
| Carrizozo Jct. to Capitan | 4.5 | 20.0 | 4.5 |

### TRAINMASTERS

T. W. CARDWELL ........ Carrizozo
J. W. CORBETT ........ Tucumcari

### CHIEF TRAIN DISPATCHERS

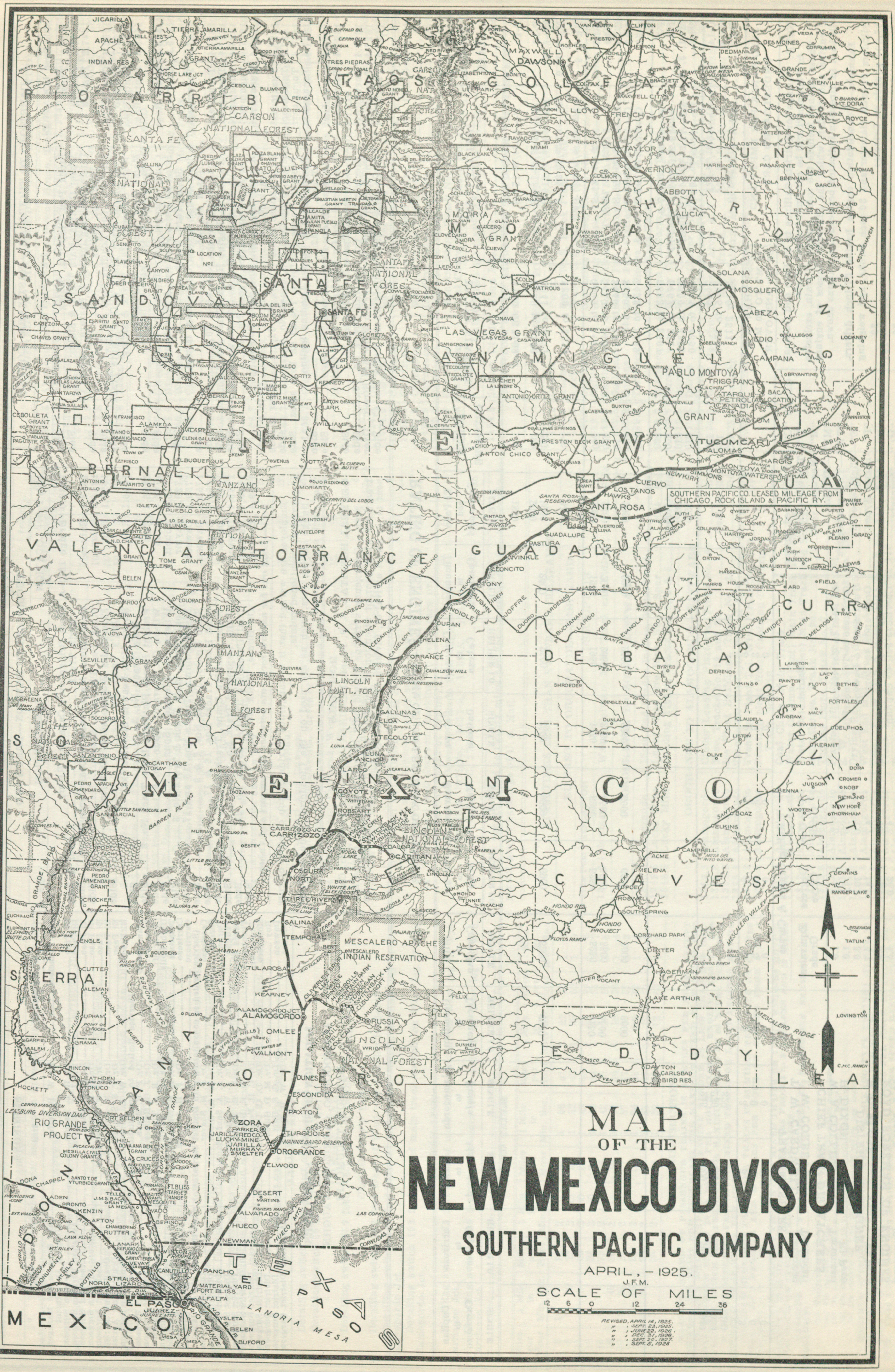
W. A. COLLINS ........ Tucumcari
H. DIXON ........ El Paso

### DISTRICT EXAMINER

R. D. BLOSS ........ El Paso

### ROAD FOREMAN OF ENGINES

M. L. HULL ........ Tucumcari


MAP
OF THE
NEW MEXICO DIVISION
SOUTHERN PACIFIC COMPANY
APRIL, - 1925.
J.F.M.
SCALE OF MILES
12 6 0 12 24 36
SOUTHERN PACIFIC CO. LEASED MILEAGE FROM CHICAGO, ROCK ISLAND & PACIFIC RY.
N E W M E X I C O
RIO ARRIBA
TAOS
COLFAX
UNION
MORA
HARDING
SANDOVAL
SANTA FE
SAN MIGUEL
QUAY
BERNALILLO
VALENCIA
TORRANCE
GUADALUPE
CURRY
DEBACA
ROOSEVELT
SOCORRO
LINCOLN
CHAVES
SIERRA
OTERO
EDDY
LEA
DONA ANA
TEXAS
EL PASO
MEXICO
TUCUMCARI
SANTA ROSA
ALAMOGORDO
CARRIZOZO
EL PASO
MESCALERO APACHE INDIAN RESERVATION
LINCOLN NATIONAL FOREST
CARSON NATIONAL FOREST
LAS VEGAS GRANT
RIO GRANDE PROJECT
LANORIA MESA